IN THE CLAIMS

1 – 7. (Canceled)

8. (Previously Presented) An automotive windscreen glazing panel in which the glazing panel perimeter comprises at least a top edge, a bottom edge and first and second side edges, the bottom edge being longer than the top edge and substantially parallel thereto and each of the side edges being substantially the same length as each other and shorter than the top edge,

in which the glazing panel is provided with an electrically heatable solar control coating layer over at least part of its surface area,

in which the glazing panel is provided with a data transmission window adapted to permit electromagnetic data transmission therethrough,

in which the data transmission window permits transmission of a greater proportion of incident electromagnetic data than the proportion of incident electromagnetic data transmitted by an equivalently sized portion of the glazing panel provided with the solar control coating,

in which the data transmission window is at least in part surrounded by the coating layer and is positioned adjacent to either the top edge or the bottom edge of the glazing panel,

in which the first bus bar is arranged substantially adjacent to and extends substantially along the first edge of the glazing panel, and

in which the second bus bar is arranged substantially adjacent to and extends substantially along the second side edge of the glazing panel,

in which the arrangement of the solar control coating, the bus bars and the data transmission window is such as to allow the coating layer to cover at least the majority of the light transmitting surface of the windscreen without provoking significant perturbation in the heating arrangement of the coating layer.

9-10. (Canceled)

11. (Previously Presented) An automotive windscreen glazing panel having an electrically heatable solar control coating layer;

spaced first and second bus bars adapted to relay electrical power to the coating layer;

a data transmission window;

the first bus bar positioned adjacent a first side edge of the glazing panel;

the second bus bar positioned adjacent a second side edge of the glazing panel;

in which the arrangement of the solar control coating, the bus bars and the data transmission window is such as to allow the coating layer to cover at least the majority of the light transmitting surface of the windscreen without provoking significant perturbation in the heating arrangement of the coating layer;

and the glazing panel having one of the following:

(a) the data transmission window is positioned adjacent the top edge of the glazing panel;

(b) the data transmission window is positioned adjacent the bottom edge of the glazing panel.

12. (Previously Presented) The automotive glazing panel in accordance with claim 11 and further including at least one of the following:

(c) the data transmission window is substantially elongate in shape with its elongation stretching substantially parallel to the top edge of the glazing panel;

(d) the data transmission window is substantially elongate in shape with its elongation stretching substantially parallel to the bottom edge of the glazing panel;

(e) the data transmission window is at least partially surrounded by the coating layer;

(f) the data transmission window is substantially surrounded by the coating layer;

(g) the minimum distance between the periphery of the data transmission window and either of the first bus bar or second bus bar is at least 300 mm;

(h) the data transmission window has a width which is at least 50 mm and which is less than 300 mm and a length which is at least 80 mm and which is less than 400 mm;

(i) the data transmission window has a width comprised between 50 mm and 100 mm and a length comprised between 80 mm and 210 mm.

13. (Previously Presented) The automotive glazing panel in accordance with claim 11 in which the glazing panel is an automotive windscreen.

14. (Previously Presented) A method of controlling heat dissipation over at least a part of the surface area of an automotive glazing panel comprising providing a glazing panel made in accordance with claim 8.

15. (Previously Presented) A method in accordance with claim 14 in which the heat dissipation is controlled substantially evenly over a majority of the surface area of the glazing panel.

16. (Previously Presented) A method of controlling heat dissipation over at least a part of the surface area of an automotive glazing panel comprising providing a glazing panel made in accordance with claim 11.

17. (Previously Presented) A method in accordance with claim 16 in which the heat dissipation is controlled substantially evenly over a majority of the surface area of the glazing panel.